GRUMMAN
plane news

Another snow job handled with finesse

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Skurla sounds alert about impact of F-14 on L.I.

On Friday, February 3, Grumman Aerospace Chairman and President George Skurla sounded "An urgent message to Long Islanders," citing the recent F-14 reduction proposed by the Secretary of Defense. The Skurla alert appeared in a full page ad in NEWSDAY.

"Originally 60 Tomcats had been planned for 1980. The continued erosion of the 1980 schedule from 60 to the initial cut to 36, and now to a proposed 24, represents a most serious crisis for the entire Long Island community."

'A class by itself'

Stressing that the F-14 issue involves not only jobs, Skurla commented that the Tomcat ". . .is acknowledged to be in a class by itself. For defense of the U.S. fleet and continental air defense, there is no suitable alternative plane; nor is one in development. So reducing the production rate of the F-14 is, quite simply, reducing the defense of the United States."

Nor is the proposed cutback economical, said Skurla. Though it could reduce the national military budget by about $160-million in the short term, in the long term "it would add nearly $800-million in unnecessary costs by stretching out production. . ., as well as requiring billions of dollars to develop a substitute aircraft that will provide the nation with far less capability at about the same unit cost."

Vital role

Emphasizing Grumman's vital part in the L.I. community for nearly 50 years, Skurla stated that in 1977 about 1,100 firms on Long Island worked on Grumman contracts totalling about $82-million; in all of New York State, nearly 2,000 companies worked on contracts worth about $150-million. In addition, L.I. Grumman families earned more than $400-million — much of that money went into the L.I. economy.

In conclusion, Skurla asked fellow Long Islanders, "if you believe in the best defense for your country and a strong L.I. economy, I urge you to write to your respective Congressmen in Washington and the head of the Armed Services Committee. . . Do it today; tomorrow may be too late!"

Though it is too early to assess the total response to Skurla's message, the following day several Long Islanders wrote to the Grumman Aerospace Chairman to express their support.

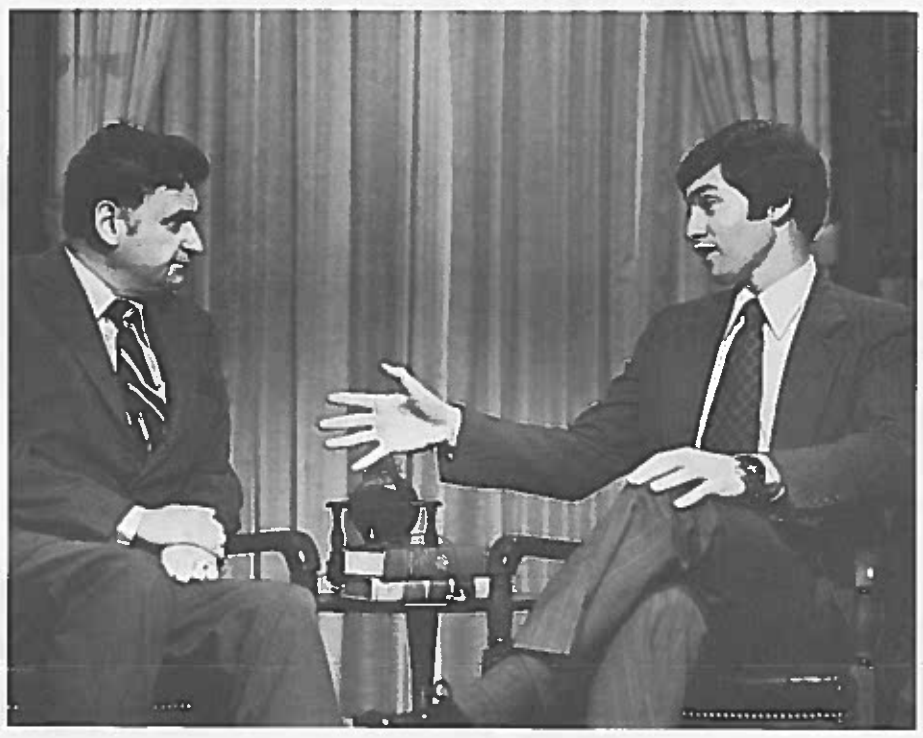
Mrs. Ruth Mullally of Ronkonkoma wrote, "Having read your announcement in NEWSDAY today, I immediately wrote to all who were listed. . . It is of utmost importance for all of us here on Long Island to keep up the economy as best we can. . . I wish you and all the people in Grumman success in this endeavor, and that Grumman will always excel over all."

Herman Walz of Commack said in his letter, "I am aware of the role that Grumman has played in the economy of Long Island and the flawless record on the Apollo program relative to the other NASA subcontractors. . . We (Commack Civic Association, The Elks, and other local community groups) would like to exert maximum pressure upon our elected officials. . . stressing the economics and reliability of the F-14 relative to the newer F-15 and F-16 programs."

In a copy of his letter to Congressman Melvin Price, chairman of the House Armed Services Committee, Mario Colleluori of Old Bethpage stated "the proposed cutback in the Grumman F-14 fighter must be rejected by Congress. It does not make fiscal sense to reduce the production of the F-14 fighter that has been around long enough to have had the bugs taken out of it, and use the funds saved to produce an untried F-18 fighter. Not only will it diminish our already weakened military posture, vis a vis the Soviet Union, but it will reek economic havoc on Long Island and throughout the State of New York. . .

"In addition to the military and fiscal aspect of the proposed cutback in the F-14, Congress must consider the disruption of the lives of thousands of families on Long Island. Those families are now looking to Congress to prevent economic chaos — a nightmare that can readily become a reality." concluded Colleluori.

Members of the local business community are also assisting Grumman in spreading the word about the impact of the proposed F-14 cutbacks. The Nassau-Suffolk Realty Co. encloses a copy of Skurla's message in every letter and bulletin it mails.



On camera. *Grumman Aerospace Chairman and President George Skurla (L) and Congressman Tom Downey discuss the proposed F-14 production cutback on the representative's bi-weekly televison show, 'Report From Washington.'*

In the news...

In the recent issue of *Metric Reporter*, published by the American National Metric Council, an article on Grumman Aerospace's efforts in metric conversion is featured. Main theme of the article is on how metric capability is likely to play a crucial role in the success of the company's export efforts. Copies of the *Metric Reporter* are available in the Corporate Library, Plant 35.

Car inspection center opens

Grummanites covered by The Travelers Insurance Co. for automobile insurance were notified about the new State law effective December 1, 1977 that requires the physical inspection of specified autos in New York.

For your convenience, the Travelers will have a representative present at the northwest corner of Plant 28 parking lot from noon to 4 p.m. on the first and last Wednesday of every month.

When you are notified that your vehicle must be inspected, please bring the necessary authorization form with you. If you are unable to utilize this facility you may bring your vehicle to any of the other locations mentioned in your notice. This new service has been available since January 4.

Elect Skurla AIAA fellow

On Thursday, February 9, the American Institute of Aeronautics and Astronautics (AIAA) inducted Grumman Aerospace Chairman and President George Skurla as a newly elected fellow at the AIAA annual Honors Night Banquet in Washington, D.C. A total of 22 aerospace leaders were inducted as fellows.

The organization cited Skurla for his "leadership in the design and development of aircraft and spacecraft systems as a structural flight test engineer, leader of the Grumman launch team at Kennedy Space Center that prepared the Lunar Modules for their historic moon missions, and as an aerospace executive."

Other AIAA fellows inducted in past years are: Leroy Grumman, a founder of the company; the late Bill Schwendler Sr., also a founder; Grumman Corporation President Joe Gavin; Grumman Aerospace Senior Vice Presidents Grant Hedrick and Mike Pelehach; Vice President Tom Kelly; and Dick Hutton and Charlie Tilgner who are retired.

Insurance note

Grumman health insurance expired on February 1, 1978, for dependent children who became 19 before the end of January, 1978, unless they are full-time students. Coverage for full-time students expires February 1 following their 24th birthday. (There is a grace period of 31 days.) Transfer to one of several plans of individual health insurance is available on a direct-payment basis. Applications and rate information are available at all Employee Services offices and from the Insurance Department in Plant 28.

Dependent children incapable of self-support because of mental or physical handicap are covered beyond age 19. For more information, call the Insurance Department, Ext. 6292.

Vol. 37, No. 2, Bethpage, N.Y., February 21, 1978

On site. *Last November, two Grumman F-14 Tomcats underwent flight evaluation at Cold Lake, Alberta, as part of the Canadian New Fighter Aircraft (NFA) proposal. Above, the Grumman support team, poses in front of one of the Tomcats at the Canadian air base. Judging from their attire, the air base was appropriately named.*

Deliver F-14 proposal to Canada

On Monday, January 30, a Gulfstream I took off from Bethpage for Ottawa, Canada. Onboard was Grumman Aerospace's 33-volume F-14 proposal for Canada's Department of National Defence's New Fighter Aircraft (NFA).

The Grumman F-14 air superiority fighter is one of six contenders in the competition to provide Canada with a new multi-role fighter aircraft for the 1980's and beyond.

Canada is prepared to spend approximately $1.8-billion for new fighters currently available on the market to meet its sovereignty, surveillance and air defense requirements at home and to fill attack-defense roles with the North Atlantic Treaty Organization (NATO) forces in Europe.

After Canada issued its requests for its New Fighter Aircraft (NFA) proposal in September 1977, Brig. Gen. Paul Manson and seven members from the NFA Program Office visited Grumman last October. During their three-day stay, the Canadian team met with Grumman Aerospace Chairman and President George Skurla and other top company officials to familiarize themselves with Grumman's facilities and resources. The same NFA Program team visited with other competing aircraft companies.

As part of the F-14 evaluation, the Canadian Forces Maintenance Evaluation Team inspected the Tomcat's maintenance, servicing, and weapons-loading systems, at Bethpage, Calverton, and Oceana Naval Air Station, Virginia.

In addition, last November, F-14 Nos. 266 and 267 underwent flight evaluation by the Canadians at Cold Lake, Alberta.

Tough competition

The F-14 Tomcat is going against formidable contenders: the McDonnell Douglas F-15 Eagle, the General Dynamics F-16, the McDonnell Douglas/Northrop F-18 Hornet, the French Mirage 2000, and the Panavia Tornado.

The Canadian government is expected to make a decision by late 1978.

GRUMMAN plane news

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obituaries

CHARLES PALMACCIA of TS Matl. Admin., Plant 36, died January 12 at the age of 59. He worked for Grumman since 1967 and resided at 52 McKinley Pl., Massapequa.

CONSTANTINE CHELALES, Ind. Engg., Plant 02, died January 20 at the age of 45. He had been with the company since 1974 and lived at 5 Eastwood Dr., Massapequa Park.

Personals

I wish to express a word of thanks to my many friends and fellow workers for their cards and letters during my recent absence due to my accident. Their thoughtfulness meant so much to me. Viola M. Drinkwater

I want to thank all the personnel, friends and co-workers, that I have had the pleasure of being associated with. Gaspare LaRosa

Cleaning up after 'Larry'

"Can you imagine what would be happening if that heavy rain hadn't washed away most of the old snow," said a tired but relieved Harry Milne. "There would have been virtually no place to pile the new stuff." Grumman's Transportation manager added as he prepared to leave for a home he had not seen in more than 72 hours.

For the second time in 17 days, the combined forces of Facilities Maintenance, Transportation and Plant Protection (with a hearty assist from Food Services) fought an intensive battle against wily Mother Nature and a snowstorm the National Weather Bureau has dubbed, "Larry."

On Friday, January 20, 17 inches of snow blanketed a surprised Long Island and forced Grumman to close the Bethpage, Great River and Calverton plants for a day. The storm was defined as a "borderline blizzard" and therefore went nameless, but not forgotten. It left thousands without power or heat. The near-blizzard arrived one week after a devastating ice storm blacked out 300,000 L.I. homes.

Working through the weekend, Grumman storm teams cleared access roads, parking fields and runways so that by Monday, a state of normalcy had returned. A few days later, after more than four weeks of freezing weather, the temperature temporarily climbed above freezing just long enough for a torrential rain to wash away most of the snow and cause severe flooding.

As February began, the sun broke through heavy clouds and weary Long Islanders began looking toward spring . . . until February 4. On that day, all of the area's meteorologists agreed: we would be in for a snowstorm — the genuine article — a blizzard, possibly of epic proportions. It would begin falling on New York in the early morning hours of February 6. Quoting equal rights, the National Weather Bureau stated that this storm and all future snow storms would be named after the male sex. And so, "Larry" was born.

Milne gathered nearly 100 men and women from Transportation; over 200 people were called in by Maintenance Manager Jack McNamara; and Dick Kosse, director of Food Services, assembled his emergency crew for another battle with snow. Snow plows were attached to tractors, heavy chains welded and rigged on tires for greater traction, and work areas and special duties assigned. The wait continued. "Larry" arrived on time, an unwelcome visitor who stayed and stayed and stayed.

As expected, the first few hours of the storm were light. Grummanites and most New Yorkers went to work. But by 9 a.m., it was apparent that this would be a monumental storm. The company closed its doors and sent Grummanites home. By 11 a.m. cars without snow tires or chains were getting stuck and blocking other vehicles. By two o'clock, most side streets and parkways were impassable and when it was over, 23 inches had fallen on Bethpage and 24 inches at Calverton. It was the second worst storm of this century.

Through it all, Grummanites kept plowing away, at times, not able to see 10 feet in front of the plow or snowblower. To make matters worse, frigid weather caused windshield wipers to freeze. As winds approached 30 miles an hour during the height of the storm, a phenomenon known as "white-out" can occur. Drivers can see only white without depth perception and experience momentary "blindness."

Fighting the snow, Grummanites worked practically around-the-clock for three days, nourished by three daily meals and soup and coffee provided by a Food Services emergency crew stationed in Plant 5, also 24-hours a day.

On Wednesday, Grumman reopened. Approaching the entrance gates, Grummanites saw a welcome sight: solid pavement.

"Larry" was the second worst storm of this century, topped only by the '47 storm. Some of the people who fought this storm were also involved in the '47 blizzard, and amazingly, four Grummanites who were around in 1947, had lived through the greatest blizzard of all time — the March 11-14 blizzard of 1888. That one killed more than 400 people and thousands of livestock. Drifts were 35 feet high and the blizzard was officially recorded in the world almanac as a major disaster.

But if you think we had trouble, try these statistics on for size; the greatest single snowfall in the United States, for one day, fell in Silver Lake, Colorado — 6 feet, 4 inches; the greatest single storm whipped Mt. Shasta ski bowl in California—yes California — 15 feet; the most snow for one month, again in California, 32½ feet, fell on Tamarack. And finally, in one winter, the Paradise Ranger Station in Washington recorded 93½ feet. That's why bears hibernate.

service milestones

35

Anthony T. Natale, Fuse. Fwd. Sub. & Major (1)
Vincenza R. Rietschel, Food Svc. (2)
Alfred E. Munier, Adv. Syst. Tech. Mgmt/Stf. (5)
George W. Cain, Support (6)
Arthur E. Sobisek, Prod. Mgmt. & Staff (6)
Henry L. Koehler, QC Lab (10)
Donald J. Pirone, Req. Planning (30)
Paul A. Anbro, Sys. Engg. Proj. Engineers (72)
Anthony L. Messina, P/S A/C Sys. Serv. (79)

30

Wilfred R. Smith, Sub. Assy. Major (1)
Alfred O'Keech, Ctr. Sec.-Sub-Assy. (2)
William J. Blyman, Ordnance (2)
Stanley D. Fay, Ind. Engg.-Layout & Equip. (2)
James H. Rogers Jr., Industrial Safety (2)
Arthur W. Johansen, BPA Mach. Parts Insp. (3)
George Eyring, Insp. Mech. (3)
Calvin C. Burchett, Flt. Oper/Gulf. O&R (4)
Ernest K. Kannig, Prod. Plt.-Mgmt. & Staff (5)
John C. O'Hare, Ordnance (6)
Joseph H. Whitney, Mech. Support (6)
Edward F. Barta, Stockrooms (17)
Robert F. Mohrman, Loads & Criteria (35)
Thomas L. Keller, Systems Sciences (35)
Willard R. Bischoff, Des. Engr. Mgmt. & Staff (35)
John A. Phykitt, Subcontractor Surveillan (40)
Donald C. Borggini, P/S Sus. Req. TS. Def. (40)
Robert E. Somers, Equip. Lines (40)
William J. Hauck, Structural Analysis (40)
John H. Combes, P/S Logistics Svcs. (57)

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David L. Belasco, Prod. Release & Analysis (2)
Herbert A. Matthews Jr., Forecasting & Loading (02)
William V. Johnson Jr., Machine Shop (02)
Harold A. Arnesen, Assy. Tooling & Handling Equip. (6)
Robert J. Harrison, Mach. Opwr.-Parts Ctl. (03)
Charles J. Pohanka Jr., Insp. Mechanical (4)
Ignatius S. Papa, Maint. Facil. Equip. & Gen. (5)
Albert C. Morrison, Facilities and Lab Support (5)
Mary Reedy, Req. Planning (30)
Eugene Miritello, Tech. OPS Support (30)
Joseph M. Haley, Contract Renewal (30)
Andrew J. Hejnas Jr., Hull Assy. (36)
Augustine J. Lanzo, Train. & Devel. (39)
Frederick R. Coningsby, PPO-EA6 (40)
Robert K. Gilmore, Mech. Structures & Assy. (43)
Anthony J. Gancio, GSE Mech./Fluid (43)
Jacque Caffrey, P/S A/C Sys. Serv. (94)

20

John S. Capelluto, Bethpage Matl. Mgt. M/S (1)
Stephen R. Hambsch, ILS Syst. Tech. Proj. Mgmt. (1)
David F. Bebhard, Advanced Aircraft Sys. (5)
Alfred P. Korte, Support (6)
William B. Haynes Jr., Land. Gear/Carrier Suit. (35)
Robert Geist Jr., Prod. Release & Analysis (36)
Louis B. Popovich, Engg. Managers (40)

15

Cecil E. Hollar Jr., Ind. Engg. Crewload (1)
Harry Collock, P/S Mech. Engg./Design (1)
Hector Caccia, P/S Elect. Packaging (1)
Ronald A. Padgett, P/S Digital Engg. (1)
Richard H. Franghiadi, P/S Supply Data (1)
Margaret T. Honohan, Repro. Svc. (1)
Salvatore Greco, Vehicle Liaison (1)
Stanley Gregory, Steel Parts Assy. (2)
William Slawata, Major Assy. (2)
Joseph F. Plunkett, Forecast. & Load. (2)
Donald Q. Lewis, Mfd. OPS Admin. (2)
Monica V. Wojtyniak, Mgmt. & Staff (2)
Richard K. Patwell Jr., R.C. Mgmt. & Staff
John Triolo Jr., Conventional Machines (3)
Walter Noelle, Conventional Machines (3)
Philip J. Sullivan, Spot Weld (3)
Jimmy E. Mazzola, Honeycomb Prefit (3)
John F. Bennett Jr., Honeycomb Final (3)
James L. Vankirk, Maint. Rearrangement (3)
William L. Skinner Jr., Maint. Rearrangement (3)
Richard J. Gogarty, Plant Store (4)
Salvatore A. Licari, P/S Elect. Packaging (4)
Gerard A. Morris, P/S Verif. & Prod. Support (4)
Roy G. Haynes, Supp. Equip. Prod. (5)
Rudolph Ferro, Prod. Plt. Mgmt. & Staff (5)
George F. Dery, PPO-Adv. Sys. (5)
James A. Holmes, Maint. Indust. Control (5)
Daniel M. Pearce Jr., Power Plant Design (5)
John J. Horan, Mass Prop. Anal. (5)
Kenneth C. Carmen, Drafting (5)
Calvin F. Wieck, Vehicle Liason Engg. (5)
Constantine M. Chiros, Corporate Contract (5)
Dougles P. Hunt, Prog. Estimating (5)
Walter von Hagen, Insp. Mech. (5)
Charles S. Valleau, Product Develop. Center (5)
Arthur A. Lambert Jr., Customer Requirements (5)
Jimmy Garraffo, Fluids (6)
Herbert H. Smith, Ordnance (6)
Joseph Ambrose, Structures (6)
Raymond F. Travelyn, Structures Support (6)
Richard P. Montgomery, Support (6)
James C. Jehle, Calverton OPS Mgmt. & Stf. (6)
Joseph N. Wiley, Corporate Inst. Sys. (7)
Ernest G. Maines, Flight Avionics (7)
Richard P. Witt, Nav. & Cntl. Equip. Prd. Sup. (7)
John J. Pierini, Nav. & Cntl. Equip. Prd. Sup. (8)
Carlos A. Paez, Structural Design (12)
James L. Woodford, Elect. Test (14)
Joseph E. Meyer, Maint. Rearrangement (14)
Peter J. Murray, Maint. Facil. Equip. & Egn. (14)
Edward R. Salage, P/S Technical Illus. (15)
Leroy H. Wagner, Trans. Operations (20)
Rachela A. Fontana, Receiving Insp. (24)
Albert L. Spencer, PPO-F14 (25)
Donald E. Canale, PPO Adv. Sys. (25)
Martin I. Plawsky, P/S Program Mgmt. (25)
John Valentine Jr., Structural Des. (25)
Joel W. Schachter, Controls & Mechanisms (25)
Grahem P. Fischer, Controls & Mechanisms (25)
Kenneth M. Bryers, Land. Gear/Carrier Suit. (25)
Wayne M. Baillie, Iran Ops (25)
Norman Naps, Structural Anal. (25)
Lawrence D. Brown, Structural Analy. (25)
Philip H. Williams, Mission & Sys. Analy. (25)
George D. Breen, Mission & Sys. Analy. (25)
Joseph P. Allison, Sys. Reliability (25)
George E. Negro, Electro.-Mech. Des. Proced. (25)
Philip Motley, Electro.-Mech. Des. Proced. (25)
Edward T. Sick, Drafting (25)
Charles E. Bookbinder, Drafting (25)
John R. Ebert, Corporate-Instr. Ground Test (25)
Charles M. Solomon, Program Contracts (25)
Charles M. Solomon, Program Contracts (25)
Anthony B. Rosimini, Program Contracts (25)
Edward R. Volkommer, Prog. Planning Cntrl. & Budg. (25)
Daniel E. Knowles, Director, Personnel (28)
Nicholas G. Milonas, Prog. Proc. Mgmt. & Staff (30)
Richard J. Driscoll, Machine Parts/Raw Materials (30)
Wigo E. Brandt, Seller Designed Equip. (30)
Charles W. Schnath Jr., P/S Supply Operations Proj. Mgmt. (30)
Louis J. Geneve, P/S Supply Ops Mgmt. (30)
Joan M. Kettell, Cashiers Office (30)
Irene E. Quinn, Acctg. Adm. (30)
James P. Geraghty, QC Supplier (30)
Martin K. Makboolian, Corporate Sys. (30)
Thomas J. Restivo, Environmental Test (31)
James B. Bianchini, Sys. Integ. & Inter. Con. (31)
Ernest G. Wanke, P/S Log. Sys. Dev. (35)

D.L. Belasco

H.A. Matthews Jr.

W.V. Johnson Jr.

R.J. Harrison

I.S. Papa

A.C. Morrison

E. Miritello

H.A. Arnesen

J.M. Haley

A.J. Hejnas

A.J. Lanzo

F.R. Coningsby

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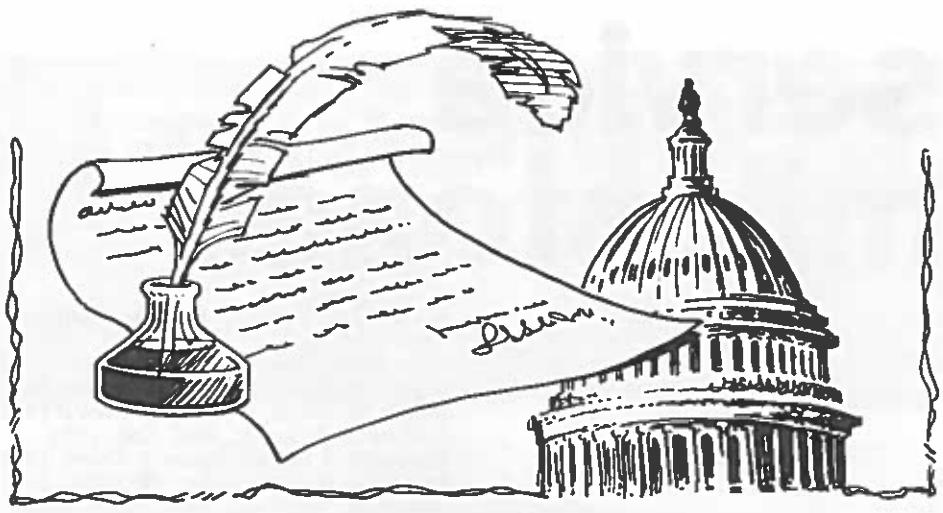
How to write to Congress



It is easy to assume that someone who regularly communicates in writing will say just the right thing to a legislator, and that the letter will receive the attention it is due.

Unfortunately, that is not always the case.

Any letter written, regardless of its subject, or by whom it is written, must compete with not only other points of view expressed on that subject, but letters on other topics. A representative, senator or staff person reading a letter on pending enery legislation, for example, may have just finished digesting a memorandum on national defense. Clarity and conciseness are essential if your letter is to compete effectively for attention with other correspondence.

The following are a few guidelines you might find helpful when writing to an officeholder:

Timing is important: Communicate your position on a bill before the final vote, while it is still in committee.

Don't use threats. If someone wrote to you asking that you consider a certain viewpoint, or help with a particular problem, and then closed the letter with a threat, you probably wouldn't be very sympathetic to the request. Don't expect an officeholder to react any differently.

Clearly identify yourself. If you are writing as a private citizen, indicate so and give your home address. Be sure a return address appears on the letter in case the envelope is discarded.

Keep to one subject. A multi-subject letter tends to dilute the impact of your point-of-view. Limiting your letter to one item makes it easier for the official to deal with your request.

Try to be brief. A long letter is likely to be set aside to be read when "there is more time," thus delaying any anticipated action by the official. Try to keep your letter to one page, or two pages at the most.

Get to the point. It is best to summarize your position or problem in the opening paragraph, using the balance of the letter to explain your views.

Be factual. Avoid using arguments that cannot be substantiated with facts. You will hurt your creditability in future dealings with your representative.

Personalize the argument. If you're writing about a legislative proposal, explain how it affects you, your community, or your business. It is difficult for a public official to base decisions on abstractions. Give examples that illustrate your point of view.

Use proper references. If writing about legislation, refer to the bill number and the subject to which it pertains. Often there is more than one measure dealing with a particular subject.

The following is a list of addresses of L.I. Congressional representatives. If you do not see your Congressman listed, call your local Town Hall for assistance.

First District

(All communities east of the Huntington-Smithtown-Islip Town line.)
Otis G. Pike (D)
209 West Main Street
Riverhead, N.Y. 11901
727-2332

Second District

(Amityville, Babylon, parts of Huntington Town, Islip Town and Lindenhurst.)
Thomas J. Downey (D)
4 Udall Road
West Islip, N.Y. 11795
661-8777

Third District

(Bayville, Bethpage, Cold Spring Harbor, East Norwich, Farmingdale, Glen Cove, Sea Cliff, Huntington, Locust Valley, Massapequa, Melville, Northport, Oyster Bay, Plainview, Syosset, Upper Brookville, Woodbury.)
Jerome A. Ambro Jr. (D)
7600 Jericho Turnpike
Woodbury, N.Y. 11797
Nassau 364-2177
Suffolk 673-9050

Fourth District

(Baldwin, East Rockaway, Freeport, Levittown, Lido Beach, Merrick, Brookville area, Old Westbury.)
Norman F. Lent (R)
Baldwin Plaza Building
2280 Grand Ave.
Baldwin, N.Y. 11510
BA3-1616

Fifth District

(Atlantic Beach, Bellerose, Cedarhurst, East Meadow, Elmont, Floral Park, Franklin Square, Garden City, Hempstead, Hewlett, Lakeview, Lawrence, Long Beach, Lynbrook, Malverne, Rockville Centre, Roosevelt, Uniondale, Valley Stream, Woodmere.)
John W. Wydler (R)
150 Old Country Road
Mineola, N.Y. 11501
CH8-7676

Sixth District

(East Williston, Great Neck area, Herricks, Manhasset area, Mineola, New Hyde Park, Port Washington area, Roslyn area, Westbury.)
Lester L. Wolff (D-L)
156A Main St.
Port Washington, N.Y. 11050
PO7-4343

Seventh District

Joseph P. Addabbo (D)
96-11 101st Avenue
Ozone Park, N.Y. 11416
(212) 845-3131
118-20 Queens Blvd.
Forest Hills, N.Y. 11374
(212) 268-6161

Eighth District

Benjamin S. Rosenthal (D-L)
41-65 Main Street, Room 207
Flushing, N.Y. 11351
(212) 939-8200

Ninth District

James J. Delaney (D-R-C)
96-07 72nd Avenue
Forest Hills, N.Y. 11375
(212) 793-0729

United States Senators

New York State's senior senator is Jacob Javits (R). Senator Javits can be reached at 110 East 45 Street, New York, N.Y. 10017. (212) 867-7777.

Senator Daniel P. Moynihan (D-L) can be reached at: 733 Third Avenue, New York, N.Y. 10017. (212) 661-5150.

calendar

AIAA: Wed., Feb. 15, 6:30 p.m., Antun's Old Country Manor, 244 Old Country Rd. Hicksville, N.Y. local chapter; Long Island Section; guest speaker: John Mockovciak, Jr., Grumman Aerospace Corporation—"Power from Space - An Update;" open to outsiders for talk only (8:00 p.m.). Stan Kalemaris, x7470.

Amateur Radio Club: Wed., February 15, at 5 p.m., radio shack, Pl. 5 roof; General Meeting; guest speaker: Mel Cohen, K2MC—"Homemade Touchtone Pads;" open to outsiders; John Courtney, x2536.

American Society for Metals: Wed., Feb. 15, 5:30 p.m., Antuns, 244 Old Country Rd. Hicksville; local chapter; guest speaker: Larry Lagin, Grumman Aerospace—"Image Processing - NDT;" open to outsiders. Members $6.00, Nonmembers $6.50, Students $3.75. Free Cocktail Hour commencing at 5:30 p.m. sponsored by Liberty Industrial Finishes. Call Jerry Beaudoin, x3945.

ASHRAE: Tues., Feb. 14, 6:00 p.m., Cocktail Hour; 7:00 p.m., Dinner; 8:00 p.m., Meeting; Alumni Club, Hofstra University; Long Island Chapter (local) Program: "Load Shedding with Stand-by Generators;" open to outsiders. Phyliss Coiro (516)484-1020.

American Society of Mechanical Engineers: Tues., Feb. 14, cocktails: 6:30 p.m., meeting: 8:30 p.m.; Hofstra University Club (N. off Hempstead Tpk); local chapter—joint with N.Y.S.S.P.E.; guest speaker: Mr. Will Uhl, (Pres. LILCO); "Energy Shortages;" open to outsiders—bring your spouse. Robert Prentis (212)986-7770.

Coin Club (Bethpage): Wed., Feb. 23, 12:05 p.m.; Plant 25 Vendor Conference Rooms; "Informal Lunchtime Meeting." Ken Hale, x3717.

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Tuition reminder

Application forms and general rules for the Grumman Tuition Reimbursement Program are now available at all Employee Service offices and Field Service Administration offices.

Students are reminded that applications for the Spring semester must be filed with the Tuition Reimbursement office, Dept. 327, Plant 39, within 30 days of the school's last date of registration.

Apply by March 1 for Fellowships

Applications for this year's Grumman Engineering Masters Fellowship Program are now being accepted.

To be eligible to compete, a person must be interested in analytical or hardware design and must be working at Grumman Aerospace at least one year before the start of the 1978 Fall semester.

Fellowship recipients receive full tuition, books, and fees, plus a stipend of $1,200. An additional stipend of $600 is granted for each dependent.

A Grumman Fellow is required to work a minimum of 24 hours per week while attending graduate school, and work 40 hours per week during the summer. A course load (generally nine credits) that will lead to the completion of an engineering masters degree in two years must be maintained.

These grants are for one year and are renewable for the second year. Application deadline is March 1. Contact the Fellowship Office, Plant 28, Ext. 2682 for more information.

people

Three United States Air Force officers have shed their uniforms and donned civilian apparel for a 10-month stay at Grumman. They are participants in the Air Force's Education With Industry (EWI) program, which gives selected officers exposure to industrial management, organization, and technology through work assignments with participating companies. Grumman has hosted EWI officers for the past 14 years.

Captains Richard Barton, Timothy Courington, and Duncan Schwenker began their assignments in September, and will work as Grumman team members in various departments until July.

Recently, two of the officers, Captain Barton and Captain Schwenker, were honored with commendation medals for their efforts in the assignments they held before coming to Grumman. Captain William Oldmixon, Naval Plant Representative at Bethpage, made the presentation.

The three officers have already completed Phase I of the EWI program, which consists of introduction and orientation. They are now in Phase II, which is 24 weeks long. It consists of working assignments of approximately six to eight week periods in areas consistent with the officers' career paths and goals. The program is being coordinated by Don Spetta of the Career Education and Development Department.

New posts

Among those who received changes in assignments recently were: DEPARTMENTAL OPERATIONS — Albert A. DeGennaro, Group Head, Documentation; Manning H. Dandridge, Section Head, Power Plant & Environment; Salvatore J. Attard, Technical Specialist, Mechanical Engineering/Design, Equipment Technology. His technical expertise is in the area of handling and transportation and mechanical systems. George B. Smith, Jr., Project Manager, Computing Systems, Systems Technology; Howard S. Liebman, Group Head, Aircraft Systems Service, Field Service. All of the listed are in Plant 35. Stephen F. Saletros, Subcontract Program Coordinator, Chemical Engineering, Plant 12; Kevin B. Wall, Project Manager, Planning and Controls, Supply Operations, Plant 30; CALVERTON OPERATIONS — Barry Lavallee, Anechoic Chamber; John Cannon, Fuel Systems Lab; Barry La Vallee, Electronic Warfare Test Range; John Devitt, Environmental Test Lab; Michael Spencer, Developmental SITS; Seymour Glick, Computer Room; John Trahnstrom, Engine Test House. All are with Calverton Engineering and are cognizant managers. John McErlean, SACE Lab; Sam Kreisberger, VAST Lab; both men are with Bethpage ILS and are cognizant managers. CORPORATE QUALITY AND SAFETY OPERATIONS — Donald Lang, Manager Inspection, Plant 01; Charles J. Schmitt, Jr., Manager, Fabrication Inspection, is assigned the additional responsibilities of Manager Assembly Inspection. In this capacity he will also assume Mr. Crabill's responsibilities (Director, Quality Control) in his absence.

Newly decorated. *Back in uniform long enough for the commendation ceremony with Captain William Oldmixon, Naval Plant Representative at Bethpage, (2nd R) are (L to R) USAF Captains Duncan Schwenker, Timothy Courington, and Dick Barton. At right is Don Spetta, coordinator of the EWI program for Grumman.*

New ideas. *Ralph Tripp, Executive Vice President-Operations, and Richard Friedel, director of Motivational Programs, discuss the recent changes to the Employee Suggestion System. (Photo by Marie Trimborn)*

Employee suggestion system undergoes some changes in '78

Grumman's Employee Suggestion office is making a few new innovations itself for 1978.

The revised procedures for 1978 allows for a more liberal system of awards for accepted suggestions. Flight Shop certificates have been eliminated from the program's award system. "If an idea is worth a monetary award, it's worth at least a $25 U.S. Savings Bond," says Ralph "Doc" Tripp, Executive Vice President-Operations. Nonmonetary awards, such as pen and pencil sets, glasses, will continue to be part of the program, as will U.S. Savings Bonds.

"Cost-saving ideas are vital to Grumman's livelihood," says Tripp. "Competition grows more intense every year. Grumman Aerospace has a strong reputation for top quality products. In order to win new contracts, we must not only be creative, but also the most competitive."

This year, suggestions submitted by Grummanites will be reviewed by local committees "generally from the suggester's own area," reports Richard Friedel, director of Motivational Programs. He feels that this new committee set-up will result in suggestions being evaluated faster than in the past.

The Employee Suggestion Program is one way the company recognizes Grummanites' contribution to doing the job better. Since the program began in 1967, over 6,800 bond awards totalling almost one million dollars have been awarded. The associated savings over this period is in excess of $89-million.

During 1977, almost $87,000 in bonds were awarded to innovative employees, who saved the company approximately $15-million.

If you have an idea you'd like to suggest, put it down in writing on the Employee Suggestion form (G799) available at all Employee Service offices and on bulletin boards throughout the company. If you have any questions about the program, contact the Motivational Programs Office, Ext. 8194.

calendar

(Continued from page 6)

Grumman Dance Club: every Wed., Pl. 30 cafeteria; 5:00 p.m. to 8:00 p.m.; next class features Social Dancing at Decameron on Feb. 15, Wed.; Edith Murway 111-4343; Marv Brown 115-3777.

GAEC Flying Club: Fri., Feb. 10, 5:00 p.m.; Plant 28 Auditorium; regular membership meeting; President H. Smith will present a slide show of his 1971 Greenland Flight; Roy Reisch, x3286.

Grumman Toastmasters Club: Wed., Feb. 22, 5:00 p.m.; Plant 25 Conference Room A; program "Personal Growth and Fun;" open to all Grumman and Grumman Navy office personnel. Joe Allison, x3475.

IEEE Reliability Chapter: Wed., Feb. 22, 7:30 p.m.; Polytechnic Institute of N.Y.; Rte. 110, Farmingdale; New York/Long Island Chapter; guest speaker: Harold Von Hasseln, Quality Assurance Manager Sperry Gyroscope Division; "A Reliability Program for Licensed Manufacture;" open to outsiders. Joe Drvostep, 752-3530.

Retiree Club: Wed., Feb. 22, 1:30 p.m.; Holiday Manor, Bethpage; local chapter; Grumman Retirees only. GAA 2133/2269.

The National Secretaries Association (Int'l.): Thurs., Feb. 16, cocktails: 6:30 p.m., dinner: 7:00 p.m. followed by program; Polish Independent Club, Marcy Avenue, Riverhead; all chapters; Educational Program; guest speaker: Frederick Block, Vice President Suffolk County Bar Association—"Are judges elected or appointed?;" open to outsiders; Elfriede Gaias, 117-7397.

American Production & Inventory Control Society: Mon., Feb. 13, 6:30 p.m. dinner; 8:00 p.m. speaker; Antun's, Old Country Rd. Hicksville; Local chapter; guest speaker Frank Clark - Sperry UNIVAC—"MRP - Why so Much Talk-So Little Do?;" open to outsiders. Norm Heilwel, x2250.

Table tennis tourney
Entry blank

Name _____

Plant _____ Dept. _____ Ext. _____ Shift: Day ___ Night ___

Division entered _____ Singles ☐ – A
☐ – B
☐ – C
☐ – Ladies

_____ Doubles

Double Partner _____

Ext ____ Plant _____

Mail to: GAA, A-01

Table tennis tourneys begin February 27

No matter how a player swings the paddle, everyone is invited to enter the 1978 GAA table tennis tournament.

There are four divisions of play. The "A" division is mandatory for all trophy winners from both the "A" and "B" divisions of the previous two tournaments (1977 and 1976). This division is also open to all those who feel they are of "A" division rank.

All entrants who played in previous tournaments, but did not win a trophy, may compete in the "B" competition.

Division "C" is for all new tourney players. Women are encouraged to join the "A", "B", or "C" divisions, but they may also play in the special women's category.

Tourney play will take place in the northeast corner of Plant 15. Calverton, Great River and Garden City will have their own table tennis tourneys. All contestants should also fill out the accompanying entry form and return it to GAA, A-01.

Singles tourney will start March 10; entry deadline is Friday, March 3.

Discount tix

The following discount tickets are now on sale in all Employee Service offices:

Flora '78 — March 4-12, Nassau Coliseum's annual flower show, $3.50 tickets for $2.50.

Jimmy Roselli — Wednesday, April 4, Colonie Hill, $8.50 seats for $7.

Englebert Humperdink — Thursday, March 30, Colonie Hill, $10 tickets for $8.50.

milestones

(Continued from page 5)

Joseph T. Zelesak, Redundant Structures (35)
Philip W. Mason, Redundant Structures (35)
Howard L. Berman, Stab. & Cont./Flying Qualities (35)
William K. Toolan, Navig. & Guid. Equip. (35)
Reuben R. Chow, Aerophysics (35)
Dougles J. Lindeman, Release & Control (35)
Michael Lenzo, P/S Field Service Mgmt. (35)
Walter P. Whittard, Wing Inner Panel & Combo (36)
Vincent L. Accolla, Drafting (36)
Andrew J. Vitzthum, TS Matl. Proc. (36)
Eugene J. Griffin, TS Matl. Proc. (36)
Richard Catalano, Program Mgmt. (40)
Gene K. Chan, ILS Mech. Engg./Des. (40)
Jack Pantano, ILS Mech. Engg./Des. (40)
Edward J. Baran, ILS Elec. Packaging (40)
Michael Ugenti, ILS Elec. Engg. (40)
Frank V. Prisco, ILS RF/Controls (40)
Ronald G. Kudla, ILS Digital Engg. (40)
Richard W. Lundgren, Envir. Control Des. (40)
Oswaldo Lourenso, Structures Analy. (40)
William R. Burset, Sys. Reliability (40)
James S. King. Sys. Reliability (40)
Joseph W. Zuchorski, Drafting (40)
Robert E. Knoetgen, Sys. Engg. Proj. Engineers (40)
Louis V. Di Giulio, Tech Requirements (40)
Warren C. Schoppmann, Prog. Plan Control & Budgets (40)
Henry H. Bontempi, Config./Data Mgmt. (40)
Robert Hosking, Meth. Elect. Tech. GSE (43)
Joseph Cudia, Maint. Rearrangement (44)
Natale Tramontano, Maint. Facil. Equip. & Gen. (44)
Herbert F. Lohr, Inventory Mgmt. (44)
Peter F. Alford, Avionics Flt. Line - CMS (60)
Peter D. Mousmoulis, Maint - CETS (60)
Donald B. Anderson, Maint - CETS (60)
James Ruszkai, Mgmt. Function (60)
Julian A. Foehl, ILS Elect. Engg. (72)
Joel L. Glicksman, Thermal Sys. (72)
Ronald E. Strickland, Field Base Admin. (75)
Leslie H. Kindberg, Fuselage Assy. (77)
Arthur G. Tomlinson, Engineering (88)
Robert A. Pflueger, P/S Logistics Svcs.

First of many. *First F-14 boron horizontal stabilizer skin produced at Plant 66, Milledgeville, Georgia, is prepped for shipment to Bethpage by (L to R) Mike Jinglewski, Scooter Potter, Ben Pelt, and Bob Cruz.*

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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